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DEPARTMENT OF ENERGY

10 CFR Part 600

RIN 1991-AB33

Assistance Regulations; Revisions to Rights in Data Regulations; Correction

AGENCY: Department of Energy.

ACTION: Correcting amendments.

SUMMARY: The Department of Energy published a final rule amending its financial assistance and acquisition regulations regarding rights in data on Wednesday, March 4, 1998 (63 FR 10499). This document corrects an error in that rule which inadvertently duplicated language instead of replacing it.

EFFECTIVE DATE: January 27, 1999.

FOR FURTHER INFORMATION CONTACT: Robert Webb on (202) 586-8264.

SUPPLEMENTARY INFORMATION:

List of Subjects in 10 CFR part 600

Administrative practice and procedure.

Accordingly, 10 CFR part 600 is corrected by making the following correcting amendment:

PART 600—[CORRECTED]

1. The authority citation for Part 600 continues to read as follows:

Authority: 42 U.S.C. 7254, 7256, 13525; 31 U.S.C. 6301-6308, unless otherwise noted.

§ 600.27 [Corrected]

2. In § 600.27, paragraph (b)(2)(i)(B) is amended by removing the phrase "the following paragraph (c) will be used in lieu of the provisions in 48 CFR 52.227-14(c):".

Richard H. Hopf,

Director, Office of Procurement and Assistance Management.

[FR Doc. 99-1855 Filed 1-26-99; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 98-NM-265-AD; Amendment 39-11012; AD 99-02-18]

RIN 2120-AA64

Airworthiness Directives; Empresa Brasileira de Aeronautica S.A. (EMBRAER) Model EMB-120 Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment adopts a new airworthiness directive (AD), applicable to certain EMBRAER Model EMB-120 series airplanes, that requires removing the thermal insulating blankets from the upper rear nacelle structure; re-positioning the engine exhaust duct; and replacing the engine exhaust bracket with a new engine exhaust bracket, if necessary. For certain airplanes, this amendment also requires installing new stainless steel plates onto the upper rear nacelle structure. This amendment is prompted by issuance of mandatory continuing airworthiness information by a foreign civil airworthiness authority. The actions specified by this AD are intended to prevent fretting of the titanium thermal insulating blankets, which could result in an increased risk of fire in the engine exhaust duct of the tail pipe.

DATES: Effective March 3, 1999.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of March 3, 1999.

ADDRESSES: The service information referenced in this AD may be obtained from Empresa Brasileira de Aeronautica S.A. (EMBRAER), P.O. Box 343—CEP 12.225, Sao Jose dos Campos—SP, Brazil. This information may be examined at the Federal Aviation Administration (FAA), Transport Airplane Directorate, Rules Docket, 1601 Lind Avenue, SW., Renton, Washington; or at the FAA, Small Airplane Directorate, Atlanta Aircraft Certification Office, One Crown Center, 1895 Phoenix Boulevard, suite 450, Atlanta, Georgia; or at the Office of the

Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

FOR FURTHER INFORMATION CONTACT:

Linda M. Haynes, Aerospace Engineer, Airframe and Propulsion Branch, ACE-117A, FAA, Small Airplane Directorate, Atlanta Aircraft Certification Office, One Crown Center, 1895 Phoenix Boulevard, suite 450, Atlanta, Georgia 30337-2748; telephone (770) 703-6091; fax (770) 703-6097.

SUPPLEMENTARY INFORMATION: A proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) to include an airworthiness directive (AD) that is applicable to certain EMBRAER Model EMB-120 series airplanes was published in the **Federal Register** on November 16, 1998 (63 FR 63620). That action proposed to require removing the thermal insulating blankets from the upper rear nacelle structure; re-positioning the engine exhaust duct; and replacing the engine exhaust bracket with a new engine exhaust bracket, if necessary. For certain airplanes, that action also proposed to require installing new stainless steel plates onto the upper rear nacelle structure.

Conclusion

Interested persons have been afforded an opportunity to participate in the making of this amendment. No comments were submitted in response to the proposal or the FAA's determination of the cost to the public. The FAA has determined that air safety and the public interest require the adoption of the rule as proposed.

Cost Impact

The FAA estimates that 171 Model EMB-120 series airplanes of U.S. registry will be affected by this AD.

It will take approximately 9 work hours per airplane to accomplish the required actions on airplanes listed in "Part I" of EMBRAER Service Bulletin S.B. 120-54-0035, Change 02, at an average labor rate of \$60 per work hour. Required parts will cost approximately \$337 per airplane. Based on these figures, the cost impact of the AD on U.S. operators of airplanes listed in "Part I" of the service bulletin is estimated to be \$877 per airplane.

It will take approximately 2 work hours per airplane to accomplish the actions on airplanes listed in "Part II" of EMBRAER Service Bulletin S.B. 120-